

Letter from IIC to
Chief of Egyptian Investigation Team regarding status of ECAA requests
June 19, 2000

8 pages



National Transportation Safety Board

June 19, 2000

Captain Mohsen El Missiry
Chief of Egyptian Investigation Committee
Egypt Civil Aviation Authority

Dear Captain El Missiry,

In regards to the status of ECAA requests concerning ATC and radar data that appear as "open" or "partial" on your June 7, 2000 update, NTSB staff have the following comment:

Item No. 4

LOA between FAA and military authorities concerning special use airspace areas W102, W105, and W506

ECAA Notes

One of the letters has effective date of January 13, 2000 (ie after the accident)

NTSB Response

The LOA's requested have been provided to the ECAA

The Letter of Agreement (LOA) dated 1/13/00 involves special use airspace outside the flight path of the accident airplane. Safety Board staff believe that this LOA is not relevant to the accident investigation.

The LOA for W506 was not requested nor has it been provided because MSR 990 did not get to the lateral confines of W506. Furthermore, logs indicate that W506 was not active.

I consider item number 4 closed. No further action will be taken.

Item No. 6

A description of responsibilities of R86A

NTSB Response

The role of general associate position duties can be found in FAA Order 7110.65 and in the local facility standard operating procedures (SOP) that have been provided to the ECAA delegation. The ZNY transcript reference to R86A involves another controller who came over to assist R86. There is no reference or official description of responsibilities for R86A for such an occurrence.

I consider item number 6 closed. No further action will be taken.

Item No. 8

Multi radar coverage charts for NY and Boston centers at FL 50, 100, 200, and 300 feet

NTSB Response

Multi radar coverage charts are classified and restricted U.S. Air Force data and cannot be provided by the Safety Board.

I consider item number 8 closed. No further action will be taken.

Item No. 9

Multi radar tracking mosaic and clutter and interference study for radar sites

ECAA Notes

Mosaic received on April 25, 2000. Clutter and interference study still needed

NTSB Response

The requested clutter and interference studies are classified and restricted U.S. Air Force data and cannot be provided to the ECAA delegation by the Safety Board.

I consider item number 9 closed and no further action will be taken.

Item No. 10

The configuration of the ATC system, including radar and flight data processors, radar and voice data recorders and voice communication switching system and the relevant radar sites.

NTSB Response

The FAA has indicated that no single manual or book provides this information. Safety Board ATC specialists have determined that the fulfillment of this request is not required for their investigation of the MSR 990 accident. Therefore, I consider item number 10 closed and no further action will be taken.

Item No. 12

The last flight check reports for relevant radar sites

NTSB Response

The flight check reports for North Truro and Riverhead have been provided to the ECAA. These were the only sites used for air traffic control of MSR 990.

I consider this item closed and no further action will be taken.

Item No. 15

Any additional ATC data, including any military radar data from relevant sites at the time of the accident.

NTSB Response

All data has been provided to the ECAA

I consider this item closed and no further action will be taken.

Item No. 16

A reexamination of all available radar data for primary targets that may represent other targets at the separation of the MSR 990 flight

ECAA notes

Beacon targets of SSR code; 5606, 1216, 3635, and 6757 which are existing in Navy file and not existing in AF file will be checked by Mr. English. ECAA reserves the right to reexamine all radar data.

NTSB Response

The Safety Board's aircraft performance engineer working with the ATC specialist (Mr. English) will reexamine the targets in question and provide an answer to this item by June 30, 2000.

Item No. 17

Antenna radiation pattern for ASR-9 and ARSR

NTSB response

The antenna radiation patterns are classified and restricted U.S. Air Force data and cannot be provided by the Safety Board.

I consider item number 17 closed and no further action will be taken.

Item No. 18

Sufficient technical data to make analysis for the interference affecting RIV radar.

NTSB response

Frequencies of RIV, NOR, and Bucks Harbor have been provided. All other information relative to this request is classified.


The analysis of interference affecting RIV radar was conducted by the U.S. Air Force and provided to Safety Board staff. An independent analysis has not been conducted.

I consider item number 18 closed and no further action will be taken

Other than as noted in Item number 16, Safety Board staff plan no further action on the open and partially closed items noted above.

Thank you for your continued support in the investigation. Please let me know if you have any additional questions.

Sincerely,

A handwritten signature in cursive script, which appears to read "Gregory Phillips", is written over a solid black rectangular redaction mark.

Gregory Phillips
Investigator in Charge
EgyptAir flight 990

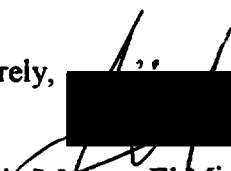
cc: Dr. Bernard Loeb

June 7, 2000
Mr. Greg Philips
National Transportation Safety Board
490 L'Enfant Plaza, S.W.
Washington, D. C. 20594-0003

Dear Mr. Philips

Please find attached herewith, the status of ECAA requests updated on June 7, 2000.
concerning the ATC and Radar task group.

Sincerely,


Captain Mohsen El Missiry
Chief of Egyptian Investigation Team

THE STATUS OF ECAA REQUESTS
ON
JUNE 7, 2000

NO	Request Description	Sub.date	Status	Notes
1	FAA Order 7400.8 & ICAO 4444	January, 2000	Closed 25/4/2000	ECAA has already ICAO 4444 FAA7400.8 received on 25/4/2000
2	Charts covering the route of MSR 990 from JFK to Dovey including warning areas, (Jeppsen North Atlantic Plotting Charts)	January, 2000	Closed	ECAA has already got it
3	Recorder videotape for accident from ZNY and Boston centers in two scales 50& 200	January, 2000	Closed	ECAA has already videotape of ZNY Center since Feb., 2000
4	Letter of agreement between FAA and Military authorities concerning special use of warning areas W 102, W 105 & W 506	January, 2000	partial	One of the letters of agreement has effective date of January 13,2000 i.e after the accident date.
5	The list of the activated warning areas during Oct,1999 (conditions,period of activation and the notification of releasing back to FAA)	January, 2000	Open	Received only one page for October 31,1999 without the Requested details (conditions, period of activation,.....)
6	A description of the responsibilities of R 86 A	January, 2000	Open	
7	The steps that must be taken for the controller to override the XXXX in the data block and display the mode C	January, 2000	Closed	Three methods were submitted by MR.English on Mar.23,2000
8	Multi radar coverage charts for NY and Boston centers at FL 50,100,200&300 feet	January, 2000	Open	
9	Multi radar tracking mosaic and clutter and interference study for radar sites	January, 2000	Partial	Mosaic received on April 25, 2000 Clutter and interference study still needed.

THE STATUS OF ECAA REQUESTS
ON
JUNE 7, 2000

NO	Request Description	Sub.date	Status	Notes
10	The configuration of the ATC system, including radar and flight data processors, radar and voice data recorders and voice communication switching system and the relevant radar sites	January, 2000	Open	
11	The printed log file for the Host / NAS system at the relevant sites	January, 2000	Closed on 25/4/2000	The received data included on the floppy diskette is under study.
12	The last flight check reports for relevant radar sites	January, 2000	Open	
13	The date of provisional & final acceptance of the Host / NAS system and the relevant radar sites	January, 2000	Closed	Initial operational April, 29, 1999 Final acceptance July, 31, 1999
14	The extracted data for all targets in ZNY, Boston and Nantucket from 06 00 00 UTC to 07 00 00 UTC	January, 2000	Closed On 25/4/2000	Under study
15	Any additional ATC data, including any military radar data from relevant sites at the time of the accident	Feb, 17, 2000	Open	
16	A reexamination of all available radar data for primary targets that may represent other targets at the separation of the MSR 990 flight	Feb, 17, 2000	Open	Beacon targets of SSR code; 5606, 1216, 3635, 86757 which are existing in Navy file and not existing in AF file will be checked by MR. English. ECAA preserve the right to reexamine all radar data
17	Antenna radiation pattern for ASR 9 and ARSR	Feb, 17, 2000	Open	
18	Sufficient technical data to make analysis for the interference affecting R/V radar	Feb, 17, 2000	Open	

THE STATUS OF ECAA REQUESTS
ON
JUNE 7, 2000

SUMMARY :

Total of requested items	18 items
Number of closed items	7 items
Number of items partially closed	2 items
Number of items still open	9 items
Items still waited to be closed	11 items

Received Flight check reports were for ARSR3 .

Requested flight check reports for ARSR 4 & ASR9 (Search & MSSR)

FAX : USA 001 716 776 1569

ECAA

08/06/2000 11:43 2663440